

SECTION XII

MIXED USE DESIGN STANDARDS

I. GENERAL PROVISIONS

A. TITLE/CITATION

The regulations set forth in this document shall be officially known and cited as the “Brighton Mixed Use Design Standards,” although they may be referred to in this document as “Mixed Use Design Standards.”

B. PURPOSE

These standards implement the Brighton Comprehensive Plan and promote the health, safety, and general welfare of the residents of the City of Brighton by addressing the physical relationship between commercial and other nonresidential development and adjacent properties, public streets, neighborhoods, and the natural environment, in order to implement the City Council’s vision for a more attractive, efficient, and livable community. Generally, the purpose of this document is:

1. To provide appropriate standards to ensure a high quality appearance for Brighton and promote pedestrian-friendly design while also allowing flexibility, individuality, creativity, and artistic expression;
2. To strengthen and protect the image, identity, and unique character of Brighton and thereby to enhance its business economy;
3. To protect and enhance residential neighborhoods, commercial districts, and other areas by encouraging physical development that is of high quality and is compatible with the character, scale, and function of its surrounding area;
4. To encourage developments that relate well to adjoining public streets, open spaces, and neighborhoods; and
5. To provide for and encourage development and redevelopment that contains a compatible mix of residential and nonresidential uses within close proximity to each other, rather than separating uses.

C. APPLICABILITY

All mixed use development submitted for review after the date of the ordinance adopting the *Mixed Use Design Standards* (MUDS), as the same may be amended from time to time, shall be subject to the regulations and guidelines described in these *Mixed Use Design Standards*.

D. CONFLICTING PROVISIONS AND RELATIONSHIP WITH OTHER REGULATIONS

1. These Mixed Use Design Standards supplement the City of Brighton’s regulations set forth in the City’s *Zoning Regulations*, *Subdivision Regulations*, *Residential Design*

Standards, Commercial Design Standards and Industrial Design Standards, as amended. In addition to the requirements of these Mixed Use Design Standards, an applicant shall comply with all other applicable City land development regulations, ordinances, and requirements. When the provisions of these Mixed Use Design Standards are inconsistent with one another, or when the provisions of these Mixed Use Design Standards conflict with provisions found in other parts of the *Zoning Regulations, Subdivision Regulations*, or in any other City ordinance or regulation, the provision that more specifically applies to a given situation, shall govern unless otherwise expressly stated. Further, except as otherwise provided herein, the Community Development Director shall be the final arbiter regarding issues pertaining to the administration of these regulations.

2. All residential development not contained within a vertical mixed use building, shall comply with the *Residential Design Standards*, with the following exception:
 - a. Section III: Residential Lot and Building Design, C. Mix of Residential Lot Dimensions, 2 (c) and (d).
3. All commercial and governmental (i.e., public) development not contained within a vertical mixed use building, shall comply with the *Commercial Design Standards*.
4. All industrial development shall comply with the *Industrial Design Standards*.
5. In areas in which horizontal mixed use development occurs, the following sections of these Mixed Use Design Standards shall apply:
 - a. Section G. Context and Transitions; and
 - b. Section H. Transit.

II. MIXED USE SITE PLANNING AND SITE DESIGN STANDARDS

A. BLOCKS AND BUILDINGS

1. Introduction

The single most important element in the physical and functional integration of mixed use development is pedestrian orientation. The overall layout of a mixed use project is built around a viable pedestrian realm that includes the pedestrian-friendly improvements necessary to generate a high level of pedestrian activity. The framework for a pedestrian-oriented layout has three main components; 1) a block structure that reflects a walk able arrangement and positioning of uses, 2) building placement, orientation, and design to enhance the pedestrian environment and streetscape within that structure, and 3) a street network to define the block edges, create continuous pedestrian connections, and integrate pedestrian travel with other modes of transportation.

2. Purpose

This part is intended to provide pedestrian-oriented development by establishing well-defined pattern of walk able blocks and intersecting streets, by ensuring that building facades and streetscapes are designed to be human-scaled and pedestrian friendly, by ensuring that buildings relate appropriately to surrounding development, by creating a heightened sense of place, by providing safe, efficient and convenient vehicular access and circulation patterns, and by promoting pedestrian-friendly new development in MU zone districts.

3. Block Standards

- a. Block standards shall apply to all development that contains four (4) acres or more of gross land area.
- b. All development shall be arranged in a pattern of interconnecting streets and blocks, while maintaining respect for the natural landscape and floodplain.
- c. Each block face shall range between a minimum of two hundred (200) feet and a maximum of six hundred (600) feet.
- d. The average block face across each development site and the entire MU zone district shall be a maximum of five hundred (500) feet.
- e. For block faces that exceed four hundred (400) feet, a mid-block pedestrian pass-through (Figure 1) shall be provided connecting opposite sides of block faces.



Figure 1: Mid-block Passthrough

4. Block Guidelines

- a. An enhanced drive aisle should be used to frame block frontages that consist entirely of surface parking areas.
- b. For blocks that contain non-residential uses, mid-block through-alleys are encouraged to enable secondary vehicle access.

- c. A block is defined as a tract of land bounded by streets, or a combination of streets and public parks, cemeteries, railroad right of way, shorelines of waterways, or boundary lines of municipalities.
5. Building Entrance Orientation Standards
- a. All buildings shall have at least one building entrance oriented toward an abutting internal or perimeter street with on-street parking, or toward an on-site pedestrian walkway connected to a public sidewalk.
 - b. The primary public entry to the building should be visually obvious and emphasized through the use of such architectural treatments as differing colors or materials, arches or arcades.
 - c. A building adjacent to on-street parking should have an entry on that side.
 - d. A building adjacent to an internal street or perimeter street with a sidewalk should have an entry on that side.
 - e. Other building entrances may face other streets, off street parking area, or loading areas.
 - f. Building entrances should provide shade from the sun and weather protection for pedestrians. This may involve overhangs that are at least 48 inches deep, arcades, roofs, porches, alcoves, porticos, awnings, or any combination of these features (Figure 2).



Figure 2: Overhang Examples

- g. When a building has frontage on more than one street, it should have an entrance on each frontage.
- h. When a building is located on the corner of a block, it should have an entry at the corresponding corner of the structure (Figure 3).

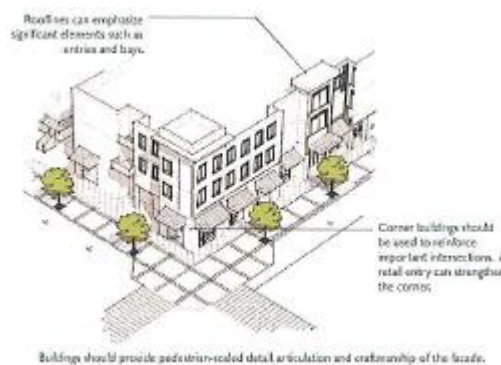


Figure 3: Building orientation for street corners

6. Site Design for Multiple Building Developments

Adopted by: Ordinance #1956

- a. All buildings shall be arranged and grouped so their primary orientation complements adjacent, existing development, as applicable, and is consistent with one of the following site layouts:
 - i. Buildings orient toward, frame and enclose a main pedestrian and/or vehicle access corridor within the development site, including an entry/spine street (Figure 4); or
 - ii. Buildings orient toward, frame and enclose on at least three sides, parking areas, public spaces or other on-site amenities (Figure 5); or

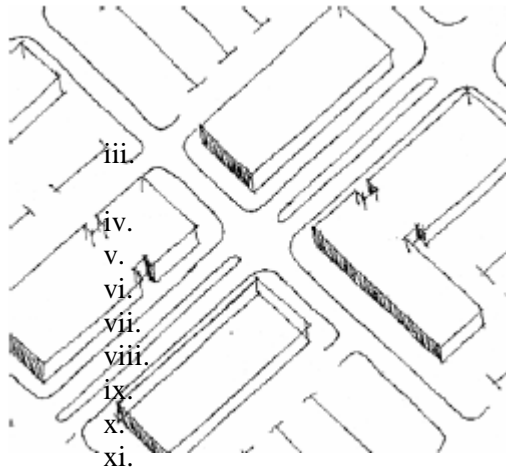


Figure 4: Buildings oriented towards spine street

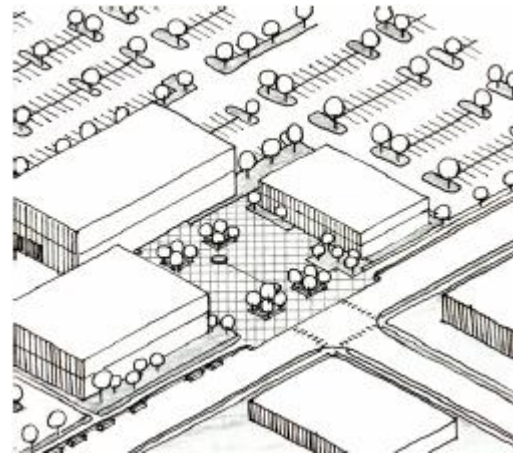


Figure 5: Buildings oriented towards a plaza

- iii. Buildings orient toward and frame the corner of a perimeter or internal street intersection (Figure 6); or
- iv. Buildings orient to adjoining development, respecting adjoining exterior street alignments(s) (Figure 7).



Figure 6: Buildings oriented to frame entrance

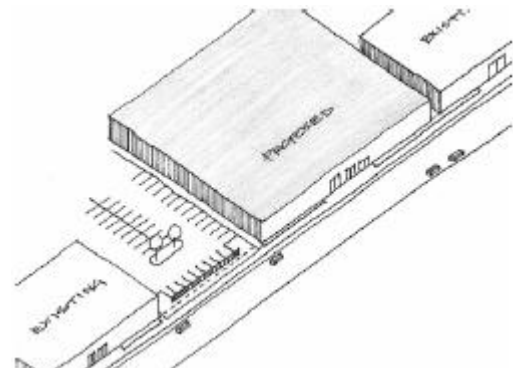


Figure 7: Buildings oriented towards street/adjacent context

- b. An applicant may submit an alternative site layout and building orientation pattern, provided such pattern achieves the intent of the above standards. Strictly linear or strip commercial development patterns are prohibited.

7. Building and Streetscape Design

- a. Building Design: All building facades (Figure 8) that face a public street other than an alley, or face a plaza or other public space, or contain the building's primary customer or user entrance, shall be designed according to the following standards. As applicable, such features shall be applied, at a minimum, to the first fifteen (15) vertical feet of building façade.
- i. For every fifty feet (50') of building façade length, the building shall incorporate modulated and articulated building wall planes through use of:
- Projections, recesses and reveals expressing structural bays or other aspects of the façade, with a minimum change of plane of six inches (6"); and
 - Changes in color or graphical patterns, changes in texture, or changes in building material.
- ii. Building facades shall be designed such that:
- All sides of the building (360 degrees) shall be subject to the same architectural style, materials, and details as the primary elevation;
 - The scale shall relate to other buildings;
 - The scale of individual elements shall relate to one another;
 - Street level facades shall pay particular attention to the human scale;
 - The proposed buildings shall maintain a consistent theme or style;
 - The architectural design and materials, details, colors, forms, and roof styles shall all work together to express a consistent theme or style; and
 - Accessory structures shall incorporate the same style and theme of their primary buildings, including colors, materials, and detailing.



Figure 8: Changes of plane, color, material and form

- iii. Building materials: materials shall be durable, economically maintained and retain their appearance over an extended period of time. Local materials are encouraged for the building façade to reduce emissions resulting from imported goods. Materials shall reflect an environment that is unified and consistent.

Acceptable materials for the exterior walls of building include:

- Colored and textured Concrete Masonry Units (CMU);
- Exterior Insulation and Finish Systems (EIFS);
- Masonry brick;
- Stained/Painted Wood as long as it does not constitute more than 50% of the building surface area;
- Slate;
- Stone;
- Metal/Painted/Galvanized Metal, as long as it does not constitute more than 50% of the building surface area;

- Stucco;
- Spandrel Glass only at locations where it is conventionally used or in areas where “fake” windows are used to project the character of an urban environment or to reduce the appearance of scale;
- Precast and decorative stone elements (e.g., caps, lintels, or cornices); and
- Precast concrete.

Prohibited exterior finish building materials include:

- Dark tinted, mirrored or reflective glazing;
 - Split shakes, rough sawn lumber, board and batten wood, unfinished or raw wood;
 - Vinyl siding, trim and accessories;
 - Smooth faced gray, concrete masonry units (CMU’s), and painted or stained concrete masonry units (CMU’s);
 - Tilt-up cast in place field painted concrete panels;
 - Standard single or double tee precast concrete panel systems;
 - Highly reflective and mirrored finish materials; and
 - Any unfinished or unrefined man-made material, including metals, plastics, masonry and concrete products;
 - Walkways: A continuous pedestrian walkway extending across the full length of the building façade shall be provided. Walkways shall be at least six feet (6’) wide.
- iv. Building Color: The color and intensity of color of all building materials shall be approved by the Community Development Director. Color shall tie the buildings and building elements together. Additionally, all building projections shall match or complement the permanent building mass color from which they project.
- v. Rooftop Mechanical Units: All rooftop units shall be screened from view by a building parapet of equal height, of a material that is consistent in color, design and detailing of the building it serves. No equipment is to project above the top of the screen.
- Walkways shall be at least six feet (6’) wide.

Loading and Service Areas: When adjacent to neighborhoods, public or private streets, parks and/or open space shall be screened from view with walls matching the architectural character of the building to which it is attached, or through extensive landscaping.

- b. Building Entrance Design: The primary public entry to the building shall be clearly defined, and building entrances shall incorporate elements that provide shade from the sun and weather protection for pedestrians.
- c. Site Layout & Building Orientation: Buildings should be arranged and grouped so that their primary orientation complements adjacent, existing development, where applicable. The pattern of building location should be consistent with one of the following site layouts. The site layouts below are stated in preferential order when proposed for the new and developing contextual area of the city:
- i. Buildings should orient toward and frame, or enclose a main pedestrian and/or vehicle access corridor within the development site (such as an Entry or Spine Street) (Figure 9);

- ii. Buildings should orient toward, frame and enclose on at least three sides, parking areas, public spaces, or other on-site amenities;
- iii. Buildings orient toward and frame the corner(s) where a perimeter street intersects with an Entry or Spine Street.



Figure 9: Buildings oriented towards entry street

- d. **Build-to-Lines:** To encourage pedestrian-friendly streets by bringing buildings close to pedestrian sidewalks and ways, the City encourages principal, nonresidential buildings to be built to the back edge of the public sidewalk (0 foot build-to line) except as necessary to allow room for outdoor seating and service areas, outdoor sales and displays, landscaping, entryways, and similar pedestrian and customer amenities. The build-to area between the front property line and the front building wall of residential structures may be used to provide space for privacy, landscaping, private courtyards/open areas/entryways, and similar amenities.
- e. **“T” Intersections:** The terminus of an intersecting internal street or the main enhanced drive aisle through a parking area that meets a block at a “T” intersection should be located at approximately the mid-point of the block. It should create a focal point (Figure 10).

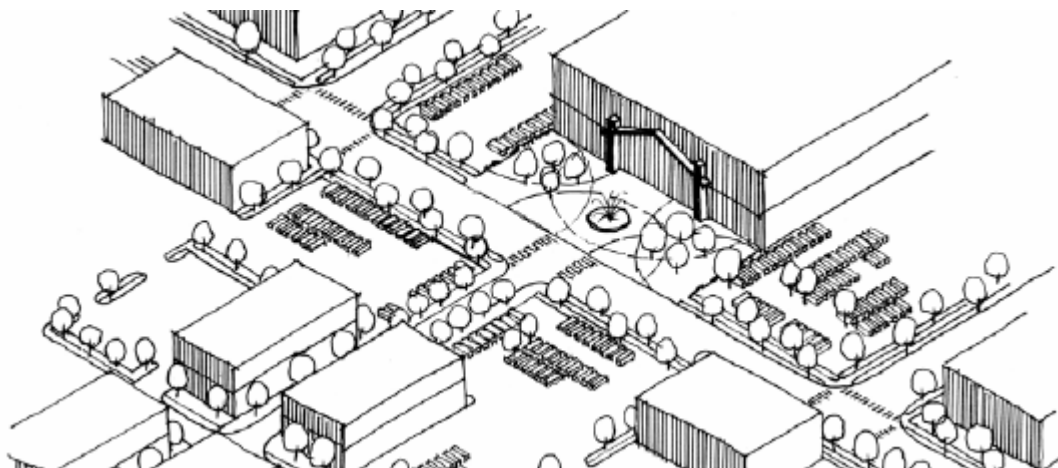


Figure 10: Terminus

8. Building Standards

- a. **Visual Interest and Compatibility:** New buildings should create visual interest in ways that are compatible with the architectural character of the surrounding area. This may be accomplished through the use of such elements as similar rooflines, materials, colors, fenestration, and other architectural details.

- b. Texture and Relief: All buildings should create texture and relief in facades and should avoid large, flat, unbroken, wall planes (Figure 11). They should take advantage of the sun to highlight changes in plane, material, and detail, using light and shadow.

- c. Human Scale Detailing: Facades of buildings that face the street should incorporate human-scale detailing through the use of reveals, belt courses, cornices, expression of structural or

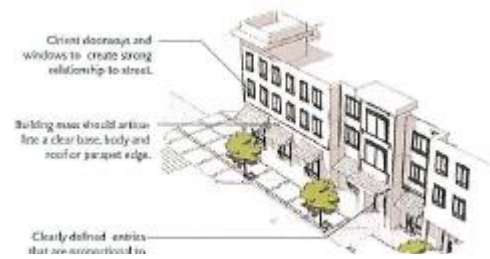


Figure 11: Articulation of block face

architectural bays, recessed windows or doors, material or material module changes, color and/or texture differences, or strongly expressed mullions.

- d. Weather protection elements should be complementary to the building's design and the design of contiguous weather protection elements on adjoining buildings. Materials and design should be durable and permanent.

- e. The horizontal length of the façade of the ground floor of buildings should include awnings, transparent display windows, entry awnings, or other similar pedestrian-friendly features (Figure 12).



Figure 12: Pedestrian-friendly facade

- f. Each building housing a principal nonresidential use should incorporate at least two (2) of the following additional features on all building facades facing a public street, public plaza, or public open space:
 - i. Arcades;
 - ii. Arbors;
 - iii. Contrasting building materials or textures;
 - iv. Incorporation of street furniture at the ground floor;
 - v. Incorporation of outdoor eating or seating areas at the ground floor;
 - vi. Variations in rooflines along a single block face; or
 - vii. Transparent windows that allow view into and out of the building; black, mirrored, or other opaque surfaces should never be used.

9. Large Format Building Standards

- a. Any large-format building should incorporate either an on-site amenity (e.g., a plaza or public art installation), a visually interesting architectural feature (e.g., a fountain or clock tower), or some other similarly visually interesting feature or building element.
- b. A large-format building should be located at approximately the mid-block at the street terminus point.
- c. A “wrap” of smaller-scale retail, service, or other commercial uses around at least one side of the large-format building's ground floor exterior is encouraged.

10. Mid-Block Pedestrian Pass-through Standards

- a. A mid-block pedestrian pass-through or galleria, for blocks larger than 400', should be lighted and designed to be safe and visually interesting for pedestrians, incorporating such features as display windows or artwork.
- b. Mid-block pedestrian passthroughs should be designed so they cannot be enclosed or locked.
- c. The pedestrian pass-through should be used to connect separate buildings, or link customer parking to the front of buildings (Figure 13).



Figure 13: Mid-block passthrough

B. STREET NETWORKS

1. Purpose

This part is intended to provide safe, efficient, and convenient vehicular access and circulation for all development in MU zone districts, and to ensure that streets in MU zone districts have a high level of connectivity, both within the development and with adjacent street systems. Street systems will be designed to accommodate pedestrians, bicycles, and transit facilities, as well as vehicles by providing safe access via entry streets and driveways, circulation and connectivity through internal streets and blocks, connections from internal streets to external streets, and drive aisles for safe and efficient access to parking areas (Figure 14).



Figure 14: Enhanced access aligned with surrounding context

2. Mixed Use Vehicle Access, Circulation, and Connectivity Standards

- a. Vehicle Access: Primary vehicle access to MU zone districts shall be provided from perimeter arterial streets and from perimeter collector streets. Vehicle access from surrounding residential areas and adjacent neighborhoods shall be provided via perimeter collector streets and adjacent local streets.
- b. Within a MU zone district, cross access easements are required whenever necessary to ensure that adjacent parcels have adequate access to accommodate existing or future ownership patterns.
- c. Enhanced Drive Aisles: Where the entire frontage along an internal block face consists of a parking area, an enhanced drive aisle may be utilized in lieu of a street to provide access to the parking area and circulation along the block face.
- d. Block Structure: Development in MU zone districts shall be based on a block structure consistent with § II, 3. A (above) in order to provide connectivity both within the mixed use development and with adjacent street systems.
- e. Street Connections: Internal streets in MU zone districts shall be aligned to connect with existing or planned external streets of equivalent functional classification in order to create through street connections from mixed use development to adjacent development. Where it is necessary to prevent cut-

through traffic from entering residential areas, street alignments shall be discontinuous and traffic calming improvements shall be utilized.

- f. General Circulation Standard: For all new MU development on sites that are four (4) acres or more in total gross land area, internal circulation shall be provided through an internal street system and multiple blocks.
- g. Street System: Internal streets provided according to this section may be public or private. However, any street not meeting the city's street standards or cross-sections may or may not be maintained by the city and may be required to be maintained by an owner's association or metropolitan district.

C. PEDESTRIAN AND BICYCLE ACCESS, CIRCULATION AND CONNECTIONS

1. Introduction

Pedestrian friendly design is integral to efficient circulation in a mixed use development (Figures 15 & 16). Mixed use center visitors and residents should be encouraged to walk via a carefully designed, safe and enjoyable network of sidewalks and walkways. Easy, reasonably direct access should be provided to buildings and amenities, as well as to parking, transit and bike paths. There should be frequent, well placed connections to adjacent land uses to encourage neighbors to use alternative means of transportation to visit the center. Pedestrian crosswalks should be designed so that pedestrians are as safe as possible. Development of appropriately designed crosswalks is encouraged for the safety and convenience of pedestrian street-crossings. The goal overall is to place at least as much emphasis on alternative modes of transportation as on auto access.



Figure 15: Pedestrian-friendly streetscape



Figure 16: Pedestrian access

2. Purpose

These standards are intended to ensure a safe and convenient system of well-connected pedestrian ways and bikeways. These facilities shall be designed to link MU developments with adjacent uses, including residential areas, shopping, employment centers, recreational facilities, open space, parks, transit stops, and schools. Within individual developments, safe and convenient pedestrian and bikeway systems shall be provided that directly connect buildings, parking areas, open space, transit stops, services, on-site amenities, and other areas of interest.

All new development shall provide and contribute to an on-site system of pedestrian walkways, sidewalks, and bikeways that provide continuous access to all land uses within a development site and to land uses on adjacent properties, according to the following standards.

3. Connectivity Standards

All new development shall provide pedestrian and bicycle systems that provide continuous connections with off-site destinations according to the following standards:

- a. Safe and convenient bicycle and pedestrian access from the development site shall be provided to existing and designated public bike paths or greenways located on or adjacent to the development site.
- b. Connections shall be made to provide direct pedestrian and bicycle travel from within the development to adjacent uses, transit stops, perimeter sidewalks, and to major pedestrian destinations located within an adjacent neighborhood. Pedestrian access shall be provided by connection to any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development site (Figure 17). In order to provide efficient pedestrian connections to adjacent destinations, the City may require additional sidewalks, walkways, or bike paths not associated with a street, or the extension of a sidewalk from the end of a cul-de-sac to another street or walkway.
- c. Where a MU zone district is located adjacent to a signalized street intersection, a pedestrian walkway shall connect the on-site pedestrian system with the intersection and shall be connected at a distance of no more than two hundred (200) feet from the intersection. The Community Development Director may grant an exception where there are no existing or planned perimeter sidewalks.
- d. Connections from a perimeter public sidewalk system to the on-site sidewalks shall be made at the same block length interval as exists within the development site.
- e. When necessary to assure the public's safety in using on-site or connecting pedestrian and bike ways, the City may require the developer to provide on-site or off-site pedestrian and/or bicycle overpasses, underpasses, transit stops or traffic signalization.

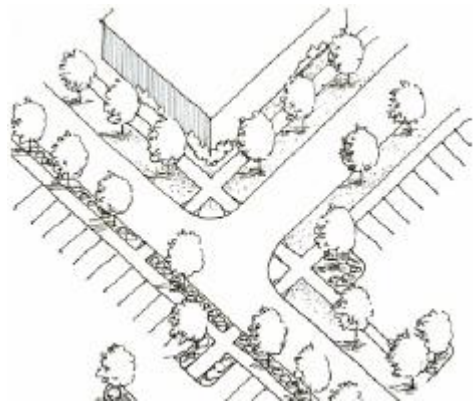


Figure 17: Sidewalk system connections

4. Connectivity Guideline

- a. The intent for perimeter connections is that they be frequent and consistent with the internal (and if possible external) block pattern. For example, if a 400-foot block face exists internally, the same should apply to connect to the external walkway system.

5. Internal Pedestrian Circulation and Connection Standards

- a. **Required Connections.** Each development shall provide an on-site system of pedestrian walkways and/or public sidewalks throughout the zone district (Figure 18). The on-site pedestrian circulation system shall provide the most efficient access route between the intended points of travel. Specifically, onsite pedestrian connections shall be provided to and between the following points:
 - i. The primary entrance or entrance or entrances to each building housing a principal use;
 - ii. Existing or planned transit stops, stations, and park-n-ride locations;
 - iii. Greenways or trail systems, where determined appropriate either by the City Parks and Recreation Director, or by the Community Development Director, based on approved city Master Plans; and
 - iv. On-site amenities, as provided according to Section D (below).

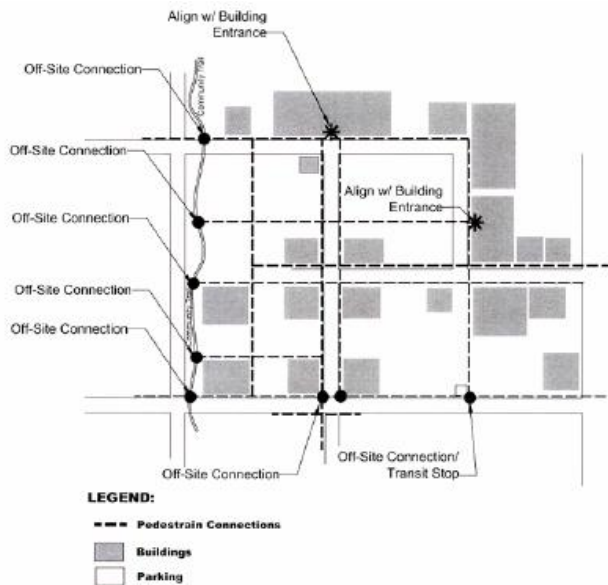


Figure 18: Pedestrian system

Figure 19A: Primary destination link



6. Internal Pedestrian Circulation and Connection Guideline

- a. It is important to create a pedestrian walkway system that provides direct linkages with primary destinations (Figure 19A), otherwise alternative means of access will be used, such as short cuts through parking lots, or driving. Sidewalks and walkways should be planned early in the site design process and given a high priority, so that access is provided as efficiently as is reasonable, to destinations within and outside the site.

7. Connections to On-Site Parking Standards

- a. All developments served by on-site parking in surface lots or parking structures shall provide either a sidewalk along the perimeter of the block or a designated pedestrian walkways through the parking lot, extending from the rows of parking furthest from the building served to either a building entrance or to a sidewalk or walkway leading to such entrance (Figure 19B). A minimum of one (1) connecting walkway or sidewalk shall be provided for every four hundred (400) lineal feet of vehicle parking area.

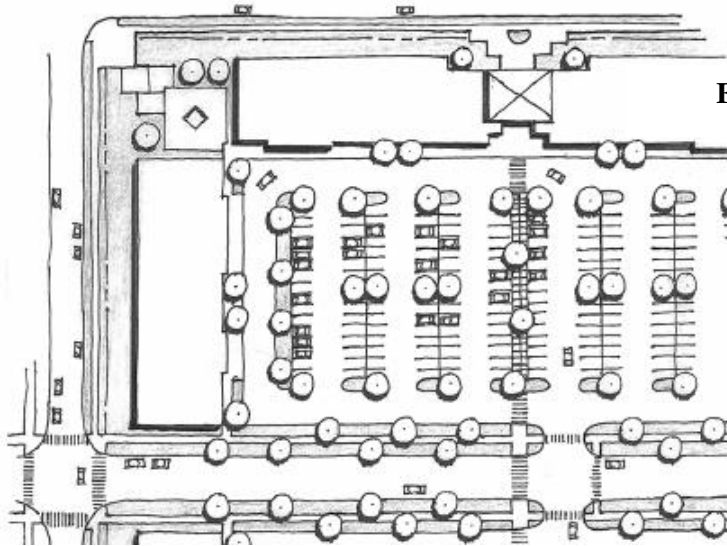


Figure 19B: Pedestrian connections

- b. Where an internal block face exists or is proposed greater than four hundred feet (400'), a pedestrian walkway shall be included through the parking lot, separate from streets, such that the four hundred foot (400') minimum distance between walkways is achieved (Figures 20, 21 and 22).



Figure 20: Pedestrian connection through parking lot



Figure 21: Pedestrian way through parking lot



Adopted by: C

Section



Figure 22: Continuous walkway through drive aisle islands

Figure 23: Walkway along drive aisle

- c. Where an enhanced drive aisle forms the perimeter of a block, sidewalks shall be provided on both sides of the drive aisle (Figure 23).

8. Walkway Design Standards

- a. All on-site pedestrian walkways shall have and maintain a minimum unobstructed width of six feet (6'), except that walkways for both pedestrian and bike use shall provide an unobstructed minimum pathway width of twelve feet (12'). Pedestrian walkways through parking areas shall be at least seven feet (7') wide, unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided that prevent parked vehicles from obstructing the walkway. Pedestrian and bicycle pathways connecting to greenways or trail systems are subject to standards in the City's *Parks, Recreation, Open Space & Trails Master Plan*.
- b. Walkways shall be designed to create a safe and uninterrupted pedestrian way, and shall avoid frequent crossings by driveways or streets. Walkways shall be separated from streets and parking lots by curbs or other means to create physical separation.
- c. Walkways should provide relief from the paved expanses of parking lots and streets. A way to do this is to design pedestrian walkways as amenity areas with landscaping, benches, lighting, signage and attractive street furniture (Figure 24).



Figure 24: Walkway as an amenity

9. Pedestrian Pass-through Standards

- a. Where a block face is greater than four hundred (400) feet, pedestrian access shall be provided through the block or building(s) at a distance no greater than four hundred (400) feet. The pedestrian passthrough must stay open, regardless of whether businesses are open or closed.
- b. The Community Development Director may waive the requirement for pedestrian passthroughs in cases where there is limited viability for pedestrian access such as adjacency to an expressway or freeway.
- c. Alleys and service areas shall not be considered to be pedestrian passthroughs, although alleys may be designed with pedestrian walkways.

10. Sidewalk Standard

All sidewalks adjacent to public or private streets shall be designed and constructed according to the policies, standards, and guidelines stated in the City's *Public Works Standards and Specifications Manual* or per approved street standards and cross-sections as set forth in Section 4, 4.6.6, C, 4 of the Zoning Regulations. Sidewalks shall be provided on both sides of all streets except alleys.

11. Street Crossing Standard

- a. All pedestrian street crossings shall comply with the applicable policies, standards, and guidelines governing street crossings as stated in the City's *Public Works Standards and Specifications Manual*.
- b. Pedestrian crosswalks across major streets should be signalized and developed with a different treatment in the crosswalk to differentiate it from the street paving and parking areas and emphasize the presence of a crosswalk (Figure 25, next page). Mid-block crossings, where necessary for good access, should include similar design characteristics.

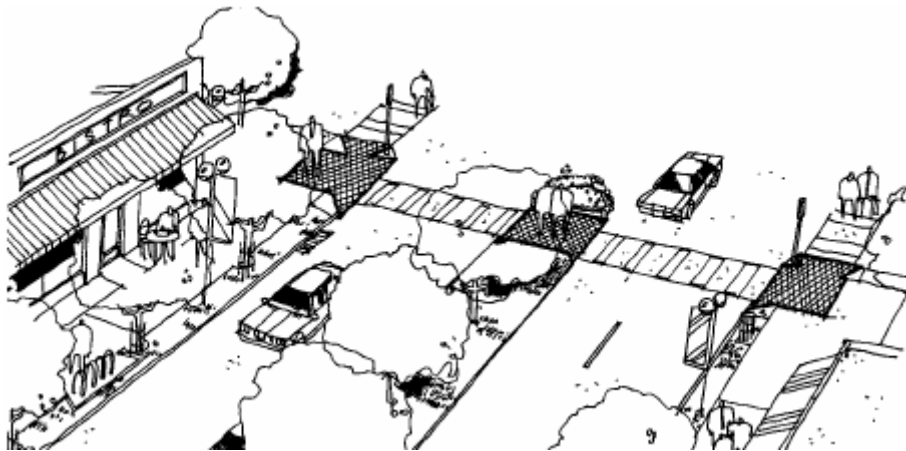


Figure 25: Pedestrian crosswalk

12. Security

Walkways should be well lit and constructed to provide an unobstructed line-of-sight to other pedestrians, motor vehicles, and other site users.

D. ON-SITE AMENITIES

1. Introduction

An attractive public realm is a fundamental ingredient in the success of a mixed use development. Open air and semi-enclosed public gathering spaces can act as central organizing elements in a mixed use center. They can also help to shape the relationship between different uses and provide focal points and anchors for pedestrian activity. On-site amenities can create a strong image and unique character for a mixed use development, making it a special place for the community, instead of just a project.

The property owner shall be responsible for the continued maintenance and repair of all on-site amenities provided according to this part.

2. Purpose

This part is intended to create outdoor, on-site amenities and gathering places (Figure 26). Such amenities and places provide desirable open space, create an inviting image for customers, visitors, and employees, enhance the pedestrian environment and streetscape, offer attractive spaces for people to gather, interact, rest, shop, and eat, and contribute to the character of the City.



Figure 26: Site amenities

3. Provision of On-site Amenities Standards

All development shall incorporate at least two (2) of the following on-site amenities or features as highly visible, easily accessible, outdoor focal points or gathering places for residents, employees, and visitors to the development site:

- a. Patio or plaza with seating areas, provided such patio or plaza has a minimum depth and width of ten (10) feet, and a minimum total area of three hundred (300) square feet (Figure 27).
 - i. Asphalt is prohibited as a paver; use of decorative pavers or textured, colored concrete is required.
 - ii. Patios and plazas shall include pedestrian amenities intended to support these places as gathering areas.
- b. Landscaped mini-parks, squares, or greens, provided such park or green has a minimum depth and width of ten (10) feet and a minimum total area of six hundred fifty (650) square feet, and shall include pedestrian amenities intended to support these places as gathering areas (Figure 28).



Figure 27: Plaza with seating



Figure 28: Mini-park

- c. Protected customer walkways, arcades, or easily identifiable building pass-throughs containing window displays and intended for general public access.
 - d. Water feature, such as a lake, pond, or fountain, provided the feature is easily accessed by pedestrians and includes or integrates seating areas for pedestrians.
 - e. Outdoor public art in an area that is:
 - i. Visible from an adjacent public sidewalk or street, and
 - ii. Easily accessed for viewing by pedestrians.
 - f. Any other, well-designed area and/or focal feature that the Community Development Director finds is consistent with the intent of this subsection, substantially enhances the development and serves as a gathering place for residents, visitors, customers, and employees.
4. Provision of On-site Amenities Guidelines
- a. Patios, plazas, mini-parks, squares and greens should be proportionate in size to the development. Small-scale amenities are appropriate for small developments, and large-scale amenities are appropriate for large developments.
 - b. Temporary stormwater detention ponds should not be regarded as a water feature.
 - c. In order to serve as a focal point, a feature should be visible and easily recognizable as an area that encourages outdoor assembly. It may be framed by a view corridor, be placed on a high point, or be visually related to a multi-use trail or other walkway.
 - d. Pedestrian amenities for patios and plazas, and for landscaped mini-parks, squares or greens may include seating, lighting, special paving, planting, food and flower vendors and artwork.
 - e. Special recreational features should be urban in character, proportionately sized, and not pose a safety hazard to users and visitors.
5. Buildings Adjacent to Outdoor Amenities Standards
Providing good public visibility of on-site outdoor amenities shall enhance the security of pedestrians (Figures 29 and 30). Accordingly, when a building will be adjacent to a pedestrian plaza, patio, mini-park, square or green as provided under this part, the building wall facing such outdoor amenity shall contain at least one (1) of the following elements:
- a. A building entry;
 - b. Windows facing onto the outdoor amenity;
 - c. Arcades along the edges of the outdoor amenity (Figure 31);
 - d. Outdoor seating areas; or
 - e. A similar feature that the Community Development Director finds will bolster security and encourage pedestrian use of the outdoor amenity.



Figure 29: Buildings frame site amenity



Figure 31: Arcade

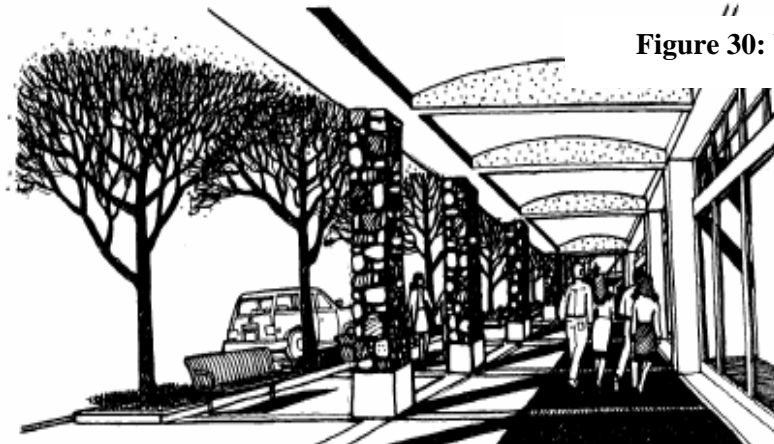


Figure 30: Visibility of site amenities

E. PARKING

1. Introduction

Parking poses one of the most difficult challenges for the design of mixed use developments. Surface parking requirements can make it the largest user of land in a mixed use center, with significant impacts on overall layout, image, and marketability. Parking quantities, access, placement, and design must work for the users of a center, as drivers, pedestrians and as bicyclists. Parking must also meet the needs of all the uses mixed on the site, both primary and secondary. There are a number of strategies and techniques that can be used to meet these challenges. They include realistic assessments of demand, maximizing opportunities for shared parking and on-street parking, providing easy access via transit, on foot, and by bicycle, designing efficient and direct access to parking areas, incorporating structured parking into the overall project design whenever feasible, breaking up parking areas with walkways and landscaping, and using the ground level space in parking structures to support the pedestrian environment.

2. Purpose

The purpose of this part is to ensure the provision, location, and design of off-street parking areas that accommodate motor vehicles while balancing the needs of pedestrians, bicyclists, and transit users with the use of the automobile. Parking areas are secondary to and supportive of the primary land uses on the site.

Further, the purpose of the standards is to ensure that the location and design of off-street parking areas balance the needs of pedestrians and transit users with the use of the automobile on the site. The location and layout of parking areas should support the pedestrian environment as well as contribute to efficient automobile access and circulation (Figure 32).

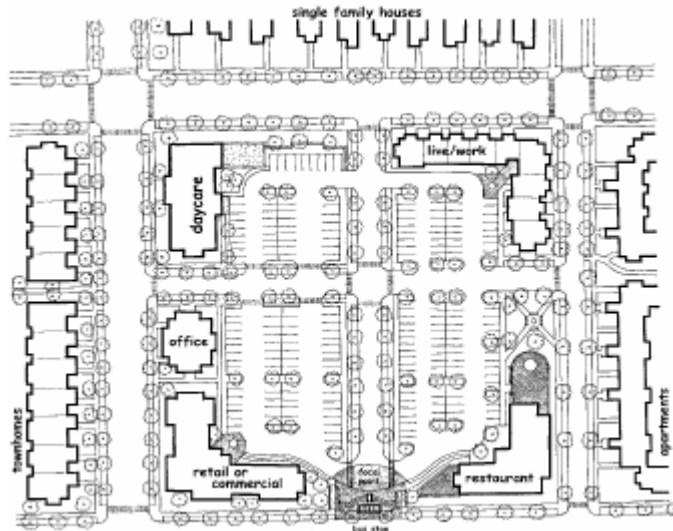


Figure 32: Parking Layout for a MU Center

3. Off-Street Parking Standards

Minimum off-street parking amounts required for uses in mixed use zone districts are subject to the standards displayed in the following table by use type.

TABLE 1: OFF-STREET PARKING REQUIREMENTS	
Use Type	Minimum Required Off-Street Parking Spaces within a Mixed Use Zone District
Residential Use Types	Per Standards in Section V. I (<i>i.e., Parking Standards</i>)
Accessory Dwelling Unit	1 space per dwelling unit
Live/Work	
Residential Portion Only	1 space per dwelling unit
Nonresidential Portion Only	1 space per 300 square feet; or
Commercial Use Types	1 space per 300 square feet
Civic Use Types	1 space per 300 square feet
Industrial Use Types	1 space per 300 square feet
Transportation Use Types	1 space per 300 square feet

4. Supplemental Parking Standards

The following parking standards shall be applicable to all development within a MU zone district:

- a. On-Street Parking: The Community Development Director may allow on-

Adopted by: Ordinance #1956

Sec



street parking spaces located within four hundred (400) feet of the subject use (Figure 33) to be credited to meet up to twenty-five percent (25%) of the minimum required off-street parking spaces. On-street parking allowed by this provision shall not be counted toward the maximum amount of parking allowed.

- b. Credit Reductions: The Community Development Director may reduce the minimum off-street parking requirements by up to fifteen percent (15%) for MU developments meeting at least one of the following requirements:
 - i. The development is sited within one-quarter (1/4) mile of a high-frequency transit station or terminal.
 - ii. The development is sited within one-quarter (1/4) mile of the downtown core.
- c. Shared Parking Standards: The amount of off-street parking required for a MU development may be reduced by an amount determined by the Community Development Director when it can be demonstrated through a parking demand study that sufficient parking is or can be met by the subject uses through shared parking. The parking demand study shall provide information and evidence about the anticipated parking demand at peak times during a day and the distance relationship between available shared parking spaces and the specific uses served.
- d. Shared Parking Required: To promote an overall reduction in parking, the use of shared parking shall be required when the development is under the control of a single owner/developer and contains commercial, retail, office, institutional, or public uses with staggered peak parking demands.
- e. Shared Parking and Cross Access Agreements: Where shared parking is provided, a shared parking and cross access agreement between the cooperating property owners shall be approved by the Community Development Director and recorded prior to the issuance of a building permit. This agreement must be recorded as a deed restriction on both properties and cannot be modified or revoked without the consent of the Community Development Director. If any requirements for shared parking are violated, the affected property owners must provide a remedy satisfactory to the Community Development Director or provide the full amount of required parking for each use, in accord with the requirements of this part.
- f. Maximum Total Reductions: Total cumulative reductions to the minimum off-street parking requirements shall not exceed twenty-five percent (25%).

5. Supplemental Parking Guidelines

- a. Shared Parking Encouraged: The use of shared parking is strongly encouraged to reduce overall parking amounts for the following types of mixed-use developments:
 - i. Residential uses in close proximity to complementary uses, such as residential adjacent to grocery stores or office uses, or uses in vertical mixed use buildings.
 - ii. Land uses with staggered peak parking demands when the individual uses are not under the control of a single owner/developer.
- b. Repair Bays: Within an automobile service station, repair garage, or other similar use repair bays should not be counted as part of the required off-street parking spaces.
- c. Drive-up Restaurant Parking: For restaurant types in which food is ordered from, delivered to and consumed within a vehicle, the parking requirements should be based upon the gross floor area of the building in which the food is prepared as

well as the area of the parking stalls designed to accommodate in vehicle food consumption.

6. On-site, Off-street Surface Parking Standards

Off-street surface parking provided on-site for development within a MU zone district shall be located according to the following standards:

- a. Off-street, surface parking areas shall be located at the side, to the rear, or at the face of a building that does not front along a street (Figure 34). No off-street parking shall be located between a building and the adjacent street frontage.
- b. All off-street surface parking areas shall be located within a designated block. For block faces that are composed entirely of surface

parking lot areas, a street or enhanced drive aisle (Figures 35, 36 and 37) that provides a detached sidewalk, defined pedestrian crossings, and street or parking lot trees along the block face shall border the block face.

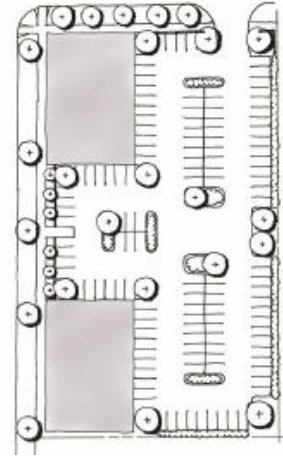


Figure 34: Typical off-street parking

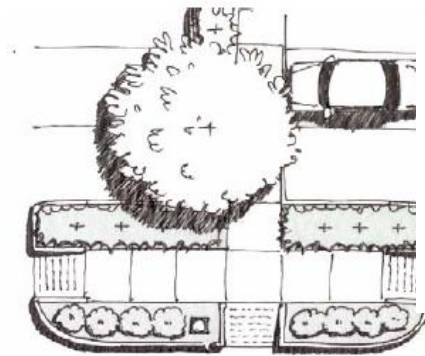


Figure 35: Drive aisle design

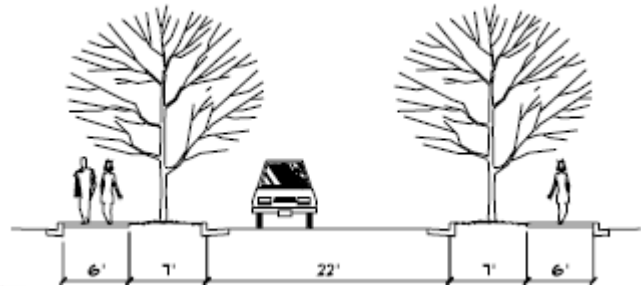


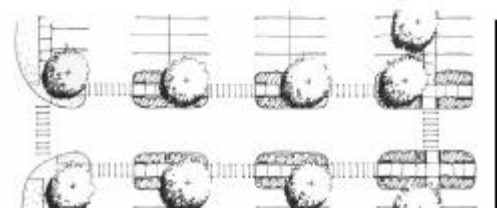
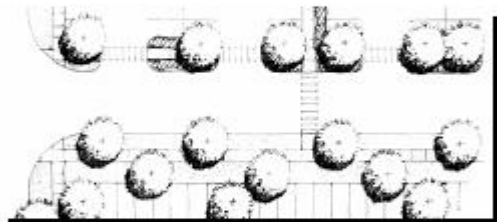
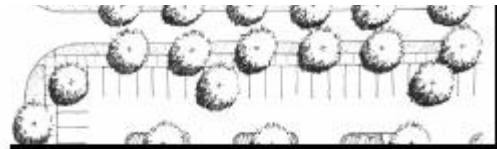
Figure 36: Enhanced drive aisle

7. On-site, Off-street Surface Parking Guideline

Off-street surface parking areas that serve buildings fronting on an entry/spine street should be located to provide the earliest possible access to automobiles after they have entered the site.

8. Off-site Parking Standards

Subject to Community Development Director approval, subsequent to



receipt of a professionally prepared parking study addressing how site parking demand will be met, the following standards shall apply:

- a. On street parking may be counted toward the minimum off-street parking requirements.
- b. Off-site parking areas may be permitted within four hundred (400) feet of the principal use served.
- c. Valet parking service is permitted for all non-residential uses.
- d. Spaces available in public parking structures located within one thousand three hundred twenty (1,320) feet of the subject use may be counted toward the total amount of required off-street parking.
- e. Direct, continuous pedestrian connections, using pedestrian walkways or sidewalks, shall be provided between any on-street parking, remote (off-site) parking, or public parking facilities and the use(s) served.

Figure 37: Enhanced drive aisle examples

9. Parking Structure Standards

Off-street parking facilities in above-grade structures shall comply with the following standards:

- a. General Design: Parking structures shall comply with the following design standards:
 - i. Blank walls are prohibited. Parking structures shall be visibly similar in character and scale to adjacent buildings
 - ii. Except on sides abutting on alley, all floors above the ground floor of the parking structure shall have architecturally articulated facades designed to screen the view of parked cars.
- b. Design of Entries/Access: Vehicle entries to off-street parking structures shall be integrated into the placement and design of adjacent buildings or oriented away from the primary street frontage. At a minimum, parking structure facilities shall have user vehicle access from locations that minimize conflicts with pedestrian circulation.
- c. Ground Floor Use and Design – Nonresidential Parking Structures: When a parking structure provides commercial parking, or is integrated into a building containing primarily nonresidential uses, at least eighty percent (80) of the ground floor of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall be constructed to an adequate depth to permit future occupancy by any commercial or other non-parking principal use allowed in the district. The ground-level façade of the structure (at least the first twelve (12) vertical feet of the structure) shall include the following features:
 - i. Façade articulation and modulation through changes in vertical wall plane and/or a change in building material (Figure 38);
 - ii. Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing;
 - iii. Integration of multiple building entrances.



Figure 38: Parking structure

- d. Ground Floor Use and Design – Residential Parking Structures: When a parking structure provides parking for residential uses in the area, or when the structure is integrated into a residential building, the applicant shall either:
 - i. Follow the design standard for Nonresidential Parking Structures above; or
 - ii. Use the ground floor of the structure for parking, provided the ground-level façade of the structure (at least the first (12) vertical feet of the structure) includes at least two (2) of the following features:
 - Façade articulation and modulation through changes in vertical wall plane and/or a change in building material;
 - Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing;
 - Use of false windows defined by frames or lintels and sills;
 - Integration of multiple building entrances;
 - Buffering of the street edge with landscaping, berms, or landscaped planters.
- e. Incentive for Parking Structures: Subject to approval by the Community Development Director, if off-street parking is provided in a structure (above or below grade) that is integrated into the design of a building containing a principal use, the maximum building height may be increased. The Community Development Director may increase the permitted maximum building height up to the following maximums:

TABLE 2: PARKING STRUCTURE MAXIMUM HEIGHT REQUIREMENTS		
Zone Districts	Maximum Permitted Building Height	Maximum Building Height Pursuant to Administrative Relief for Mixed Use
MU-CC	45 feet	65 feet
MU-R/EC	65 feet	85 feet

10. Bicycle Parking Facility Standards

All mixed use developments shall provide bicycle parking facilities to meet the following standards:

- a. Amount: A minimum number of bicycle parking spaces shall be provided, equal to five percent (5%) of the total number of automobile parking spaces provided by the development, but not less than one (1) space.
- b. Location: Bicycle parking facilities shall be located no further than one hundred (100) feet away from a building entrance, shall be visible from the land uses they serve, and shall not be located in automobile parking areas. Facilities shall not be located in places that impede pedestrian or automobile traffic flow or that would cause damage to landscaping.
- c. Design: Spaces for short-term bicycle parking shall provide a means for the bicycle frame and one wheel to be attached to a permanent fixture, designed for securing bicycles, by means of a lock. The preferred design is the “inverted U” rack.
- d. Off-Street Parking Space Credit for Bicycle Parking: Off-street parking credit for bicycle parking shall comply with the following standards:
 - i. When a development site is adjacent to a designated bike route, the City may reduce the required minimum number of off-street parking spaces for

provision of bicycle parking by one (1) off-street vehicle space for every ten (10) bicycle spaces, up to a maximum reduction of ten (10) off-street parking spaces, and

- ii. The City may reduce the required minimum number of off-street parking spaces by one (1) off-street vehicle space for every ten (10) bicycle parking spaces, for on-site showers/changing rooms, or bicycle lockers, up to a maximum reduction of twenty-five (25) off-street parking spaces.

F. LANDSCAPING

1. Introduction

In addition to on-site amenities, landscaping in mixed use developments is applied primarily in three settings: parking lots, streetscapes and walkways, and at the edges of a site. In all three cases, a thematic approach to landscape design can enhance the pedestrian environment, unify the different elements of the project, and impact a well defined character and image.

2. Purpose

These standards are intended to encourage landscaped surface parking lots, including the planting of trees, that will improve the appearance of a MU development by breaking up expanses of paved areas, reduce the significant solar heat gain from parked automobiles and paved parking areas, improve the management of storm water run-off, and provide a more pedestrian-friendly environment.

3. Parking Lot Landscape Standards

- a. General Requirements: Landscaping within or adjacent to parking lots shall consist of required trees, screening vegetation or devices, and ground plane cover, and shall be subject to the following conditions and requirements:
 - i. Except as expressly allowed by this section, landscaping outside of parking lots may not be used to meet the internal parking lot landscaping requirement.
 - ii. To meet the parking lot landscaping standards below, the tree types and minimum planter size shall be consistent with Section V., E., 4a of the Zoning Regulations.
- b. Pedestrian Provisions: In order to reduce the scale of large surface parking areas and make them more pedestrian-friendly, the total amount of surface parking provided shall be broken up by landscaping and pedestrian walkways according to the following standards:
 - i. A pedestrian walkway that extends from the furthest row of parking to either a building entrance or a sidewalk leading to the entrance shall be provided for every four hundred (400) lineal feet of surface vehicle parking area as measured perpendicular to the walkway.
 - ii. Provide a minimum median width of eighteen (18) feet to incorporate the pedestrian walkway and buffer landscape.
 - iii. Provide vegetated swales and bioretention areas within median buffer landscape areas.
 - iv. Provide a minimum of one (1) canopy shade tree and twelve (12) shrubs for each 30 feet of median.

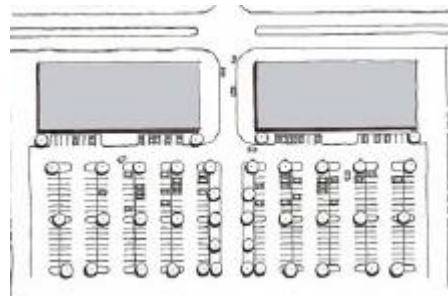


Figure 39: One tree for every 8 spaces

- v. Provide seating areas within landscape islands at appropriate locations within the large parking areas.
 - vi. Parking lot trees shall be provided as follows: at least one (1) tree from every eight (8) parking spaces (Figure 39).
 - vii. Subject to approval by the Development Engineering Manager, the placement of natural, nonstructural drainage facilities in landscaped medians is allowed.
- c. **Design Standards for Interior Parking Lot Landscaping:** Required trees for interior parking lot landscaping shall be evenly distributed throughout the parking lot to create a canopy effect in the parking lot, and shall be located to divide the break up expanses of paving and long rows of parking spaces according to the following standards:
- i. Trees shall be planted in either “island” planters that span the length of two parking spaces, or in “finger” planters that span the length of one parking space. In addition, trees may be planted in the landscaped median or alongside a pedestrian walkway.
 - ii. All parking rows or bay shall terminate in an “island” planter or “finger” planter.
 - iii. Provide landscape medians between every other parking bay in all parking lot areas.
 - iv. Wheel stops or similar devices shall be used as necessary to prevent damage to the trees and landscaped planters from vehicle overhang.
 - v. Provide a minimum of two (2) canopy shade trees in each island with a minimum mature canopy of twenty (20) feet.
 - vi. Provide a minimum of twelve (12) shrubs not exceeding three (3) feet mature height within each island.
 - vii. Where head-in parking occurs, locate all shrubs a minimum of two (2) feet from the edge of the parking lot curb.
 - viii. Provide curb cuts within each landscape island to facilitate drainage and stormwater management.
 - ix. Provide landscape materials within each island that exhibit increased moisture tolerance to aid in the trapping and filtering of stormwater.
- d. **Required Parking Lot Screening:** Screening requirements shall apply to both perimeter and internal streets.



Figure 40: Parking lot screening

- i. Surface parking spaces shall be screened from view (Figure 40) from adjacent properties and from adjacent streets to a minimum height of forty-two (42) inches by the use of berms, planting, and/or structures.

- e. Use of Screening Structures in Lieu of Plantings: The use of structures such as masonry walls or ornamental fencing for street side parking lot screening purposes shall be permitted in lieu of plantings. Structures shall be a minimum of forty-two inches (42”) in height.
- f. Exceptions for Infill and Redevelopment: In order to encourage infill and redevelopment on constrained sites containing no more than twenty-five (25) acres and bordered by developed land along the entire perimeter (excluding intervening public streets), the following exceptions to the parking lot landscaping requirements above are available to such infill and redevelopment:
 - i. The Community Development Director may waive up to fifty percent (50%) of the parking lot landscaping requirements provided that trees planted along the site perimeter also serve to screen and shade the interior of the parking lot; or
 - ii. The Community Development Director may waive up to fifty percent (50%) of the parking lot landscaping requirements if a low decorative wall or fence of a minimum height of no less than forty-two inches (42”) is installed along the parking area perimeter that also serves to screen the parking area from public view; or
 - iii. Provided there are not adverse impacts on adjoining properties, an exemption may be granted by the Community Development Director from the landscaping screening requirements along a side lot that is not adjacent to a street.

4. Required Street Tree Standards and Internal Landscaping

- a. Street trees in mixed use zone districts shall be located in the public right-of-way. The internal landscaping and street tree requirements shall be as follows:
 - i. Adjacent to any street, except alleys at least one (1) tree for every thirty (30) linear feet of streetscape or fraction thereof, as measured from the corners of the property.
 - ii. The required quantity of trees within the landscape setback may be met with a combination of street trees and required landscape setback trees along collector and arterial streets:
 - Where detached walks parallel to the street are proposed:
 - Provide a minimum of 1 tree per 40 lineal feet of public and private street frontage between the sidewalks and curb along with fully irrigated sod or other approved ground cover.
 - Provide an additional 1 tree per 40 lineal feet of street frontage within 10 feet outside the sidewalk, internal to the development.
 - Provide a minimum of 8 shrubs per tree plus ground cover or grass lawn outside the sidewalk, internal to the development.
 - Where attached sidewalks are proposed:
 - Provide a minimum of 1 tree per 20 lineal feet of public and private street frontage within 15 feet of the edge of the sidewalk.
 - Provide a minimum of 5 shrubs per tree plus perennial flower beds, ground cover or grass lawn within 20 feet of the edge of curb.
 - Where meandering sidewalks are proposed:
 - Provide a minimum of 1 tree per 20 lineal feet of public and private street frontage.
 - Accompany the trees with a variety of shrubs and ground covers and make berming an integral component of the landscape design.

- Provide a minimum of 8 shrubs per tree plus perennial flower beds, ground cover or grass lawn.
 - b. Street trees shall be planted along all local streets and enhanced drive aisles at least one (1) tree for every thirty (30) linear feet of streetscape or fraction thereof, as measured from the corners of the property.
- 5. Landscape Buffers and Screening Standards
 - a. Landscape buffers and screens are one type of transition tool that can be used to separate and mitigate incompatible land uses that are either adjacent to or directly across from each other. Where used, landscape buffers and screening shall provide visual barriers between different land uses, enhance the streetscape, provide privacy, and protect uses from wind, dust, noise, traffic, glare visual disorder, and harmful or noxious effects.
 - b. The landscape buffer and screening standards shall apply only if an applicant has first incorporated site and building transitions, green/open space transitions, and transition uses as transition tools, and either:
 - i. The Community Development Director finds that use of the transition tools described Section G (below) is not possible; and/or
 - ii. The Community Development Director finds that landscape buffers and screens are necessary to mitigate potentially adverse impacts between adjoining land uses.
- 6. Runoff Reduction and Water Quality

Incorporation of runoff reduction and water quality practices for parking lots, street sections and other landscaped areas is encouraged. This includes utilization of techniques such as reduction of directly connected impervious areas, reduction in effective imperviousness, landscape buffers or landscaped swales (i.e., bioswales). Such practices shall be applied according to the recommendations of City standards and specifications and shall be subject to the approval of the Community Development Director and Development Engineering Manager.

G. CONTEXT AND TRANSITIONS

1. Introduction

In many communities, transitions between adjacent land uses with different intensities are typically achieved through back-to-back building orientation, large distances between uses, and heavily landscaped buffer areas, often with fences and walls. However, some of the negative results of these techniques include excessive land consumption and interference with pedestrian and vehicle connections. Accordingly, the following standards and guidelines encourage the use of alternative transition tools, including site/building transitions (such as reducing the scale of commercial building mass next to residential), and development of less intense land uses between commercial and single-family residential areas (such as lower-intensity office, civic/open space, or multi-family land uses). Limited operational compatibility standards are offered as a tool to further ease transitions from more intense to less intense land uses. Landscaped buffers, walls, and fences are used only when these other alternative transitions are not effective or not possible, given site conditions and constraints, or not desirable given prevailing development patterns in a specific area.

2. Purpose

This part is intended to provide land use tools to mitigate possible conflicts between land uses of varying intensities and differing character. This part shall apply to all development in MU zone districts where either of the following occurs:

- a. Development of more intensive land use adjacent to an existing, planned or zoned less-intensive land use, either inside or outside the MU zone district boundary. The Community Development Director shall have the authority to make final determination regarding relative intensity of adjacent land uses, taking into consideration, at a minimum, the relative size, design, operations, and traffic generation patterns of the adjacent land uses; or
- b. Establishment of visual impacts, uses or activities on a development site that, as determined by the Community Development Director, could reasonably be regarded as a nuisance for neighbors.

3. Transition Tool Standards

- a. When a transition tool is required in a MU zone district, an applicant shall incorporate site and building transition tools, green/open space transition tools, and transition uses before using landscape buffers or screens.
- b. The following are approaches, methods and techniques that are permitted transition tools under this part:
 - i. Site and building transition tools, including but not limited to, building setbacks as established by surrounding development, building placement and orientation as established by surrounding development, similar building height, similar building width, similar roof form, similar building materials, and façade articulation (Figures 41 and 42).



Figure 41: Building transitions



Figure 42: Building form transition

- ii. Green/open space transition tools, including but not limited to the use of courts, squares, parks and plazas, and use of natural features such as topography, waterways, and existing stands of trees.

- iii. Transition uses and other community-serving uses as transitions, such as, but not limited to the transition uses cited in 7.3.302(J), and citing lesser intensive uses at the perimeter of the MU zone district.
- iv. Parkways, streets and streetscapes;
- v. Operational standards, and
- vi. Landscape buffers and screens.

4. Transition Tool Guidelines

- a. Mixed use development should employ the following techniques as applicable to ensure compatibility with surrounding development. For purposes of these transition tools, the term “surrounding development” shall mean (1) immediately adjacent development on the same block face or on facing blocks as the subject site, as well as (2) prevalent patterns established in the existing neighborhood located within one-quarter mile of the subject development site.
 - i. Use similar building setbacks, as established by surrounding development;
 - ii. Use similar building placement and orientation, as prevalent in surrounding development;
 - iii. Use similar building height as exists for immediately adjacent development (e.g., step down the building height of the more intensive land use to approximately match the building height of an adjacent, less intensive land use);
 - iv. Use similar building width, as prevalent in surrounding development;
 - v. Use similar roof form and building materials, as found on immediately adjacent development;
 - vi. Mitigate the larger mass of commercial, civic, and industrial buildings with façade articulation;
 - vii. Use front-to-front nonresidential to residential building orientations, especially with commercial uses that are pedestrian- intensive (e.g. restaurants, banks);
 - viii. Orient land uses with potentially adverse impacts, features, or uses away from neighboring uses. For example, avoid placing garages, parking lots, or service areas facing the fronts of neighboring buildings.
- b. Green/Open Space Transitions: Mixed Use development may employ the following techniques to provide transitions and ensure compatibility with surrounding development:
 - i. Use small green spaces, courts, squares, parks, plazas, and similar spaces as transition areas that can also function as community gathering places (Figure 43).
 - ii. Use existing natural features as transitions, including natural differences in topography (not retaining walls), streams, existing stands of trees, and similar features. When existing natural features are used as transitions, the City may require that adequate pedestrian connections to adjacent land uses be accommodated.



Figure 43: Plaza transition

- c. Transition Uses and other Community-Serving Uses as Transitions
 - i. An applicant may site a transition use, or any other similar community-serving use approved by the City as transitions to lower-intensity, adjacent uses, such as residential,
 - ii. For example, when office, small-scale retail, pedestrian-intensive retail, civic , or public uses are planned as part of the same development containing more intensive commercial uses, the applicant may site the less intensive uses, or more community-serving uses as transitions to lower intensity, adjacent uses, such as residential. Post offices, banks, and restaurants – all may be sited next to, and/or fronting, adjacent medium-density residential uses.
- d. Parkway, Streets, and Streetscapes: The distance and separation afforded by the public right-of-way together with similar or the same type of streetscape improvements on both sides of a parkway or street, may be utilized as a transition to adjacent development (Figure 44).



Figure 44: Streetscape transition to single family

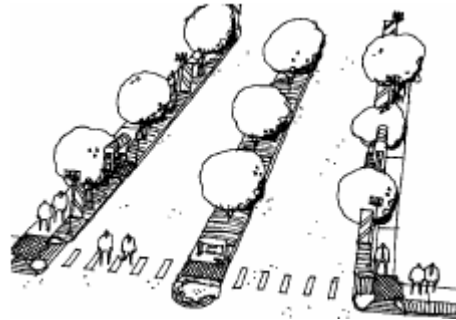
- e. Landscape Buffers and Screening Transitions: Where application of the transitions tools in subsections a, b, c and c above, are not possible, or where the Community Development Director determines these transition tools by themselves do not create an adequate transition to or buffer for less intensive land uses, the landscape buffer and screening requirements as stated in F. 6 (above) shall apply.
5. Operational Compatibility Standards
- a. The Community Development Director may impose conditions upon the approval of rezoning and other discretionary development actions to ensure that development in a MU zone district will be compatible with existing and planned neighborhoods and uses, including but not limited to conditions regarding the following:
 - i. The availability or ability to develop specific uses otherwise allowed;
 - ii. Hours of operation;
 - iii. Hours of deliveries and other similar uses;
 - iv. Location, intensity and hours of operation of exterior lighting, including security lighting;

- v. Placement of trash receptacles;
- vi. Amplification of music in a place of entertainment;
- vii. Location of delivery and loading zones;
- viii. Placement and illumination of outdoor vending machines.

6. Transitions Along the Public Right-of-Way Guidelines

Within a mixed use zone district or development, vehicle drivers on the adjacent public rights-of-way should be able to recognize the increased presence of pedestrians and bicyclists, who in turn should perceive the improved accommodation of alternate-mode travel and increased personal safety in these places (Figure 45).

Figure 45: Parkway transition



The following guidelines are intended to ensure such transitions and visible “signals” to drivers on public right-of-ways adjacent to commercial centers or mixed use developments.

- a. All new development within a mixed use zone district should incorporate the following guidelines to achieve the intent stated above:
 - i. Provide reduced widths and travel speeds;
 - ii. Incorporate bulb-outs to reduce the exposure time for a pedestrian to cross the street, slow traffic and notify the automobile driver of the presence of pedestrians;
 - iii. Reinforce smaller curb returns (to prevent damage from delivery trucks jumping the curb when turning);
 - iv. Incorporate medians and islands into streets for pedestrian refuge;
 - v. Incorporate on-street parking, which may be diagonal or parallel;
 - vi. Enhance mid-block and intersection crosswalks with respect to paving treatments, signal activation, curb cuts, and similar elements;
 - vii. Integrate a sidewalk and pedestrian walkway system into the development’s on-site circulation patterns. Emphasis should be placed on connections between front doors, parking, and transit.

H. TRANSIT

1. Introduction

Transit and mixed use development clearly have a mutually supportive relationship. Concentrating higher density mixed use around a transit station can generate a significant number of riders for the transit system, while the pedestrian orientation of mixed use centers means that the availability of transit service can translate into an increase in visitors, customers, and residents for the development. Two slightly different approaches to transit and mixed use development are possible. One is primarily transit-oriented, where future mixed use developments are planned around key locations on an existing or planned transit route. The other is development

oriented, where future transit routes are extended to serve existing or planned mixed use centers that are transit ready.

2. Purpose

This part is intended to ensure that existing and future public transit facilities are incorporated into the design of new non-residential and multi-family residential developments.

3. Transit Standards

- a. All development in MU zone districts shall include areas for transit shelters or transit station locations, as requested by the transit agency and consistent with adopted transportation and transit plans, standards, guidelines, and current local transportation activities.
- b. Pedestrian Linkages: All new development in MU zone districts shall provide direct pedestrian linkages to existing and proposed transit shelters or facilities located within the development or adjacent to the development.

4. Transit Guidelines

- a. Pedestrian Linkages – Distance: Transit facilities should not be located more than one thousand, two hundred (1,200) feet in walking distance from the center of the mixed use development
- b. Park and Ride Lots: Park and ride lots should be located in proximity to mixed use centers to take advantage of potential trip combinations.
- c. Transit Facilities: Where possible, transit facilities should be incorporated as focal points and amenities in mixed use centers.

I. LIGHTING

1. Introduction

Lighting in a mixed use development is a major determinant of nighttime activity. It should create a sense of safety, particularly for pedestrians, and emphasize key features of the site. At the same time, it needs to balance the lighting needs of the different uses on the site and reinforce a unified image and identify for the project.

2. Purpose

The lighting in a mixed use center should be designed to create a well-balanced, integrated lighting plan for public and private locations that enhances vehicular and pedestrian visibility while minimizing glare and contrast. The intent for lighting is to provide needed illumination of the site, while at the same time preventing glare to residential uses either within or adjacent to the site. Light fixtures should be oriented to pedestrian circulation so that pedestrian ways are emphasized and safety is enhanced.

3. Lighting Standards

All exterior lighting must be arranged to reflect away from any adjoining premises and any public right of way, and it shall be shielded to contain all direct rays on the site. All exterior lighting within a MU zone district, including signage lighting, shall meet the following additional standards:

- a. A development-wide lighting plan shall be submitted for review at the time a MU concept plan is submitted. A development-wide lighting plan shall address at a minimum the general location and general types of lighting to include the following: public and private street lighting, pedestrian lighting, parking lot lighting, residential area lighting, signage lighting, and lighting for service and delivery areas.
- b. A detailed lighting plan that indicates lighting levels shall be submitted for review at the time a development plan is submitted.
- c. The detailed lighting plan shall include designs of poles and fixtures that are compatible with or compliment surrounding neighborhoods.
- d. Fully shielded lighting fixtures shall be used in all parking areas, in service and delivery areas, in residential areas, and for signage (Figure 46).
- e. Ornamental light fixtures may be used in streetscapes. Both public and private lighting shall be coordinated to create a uniform, consistent system of lighting that enhances pedestrian visibility while minimizing lighting glare and contrast.
- f. The light element (lamp or globe) of a fixture shall not extend below the cutoff shield.
- g. When a canopy (freestanding or attached) is illuminated, the lighting fixture shall not extend below the ceiling or canopy.
- h. Lighting of commercial uses adjacent to or within the immediate vicinity of residential uses shall be designed with fixtures or poles that illuminate commercial uses while eliminating light trespass into residential areas.



Figure 46: Fully shielded lighting

4. Lighting Guidelines

The character of a development should be reflected in its lighting. The light fixtures along streets should contribute to a coordinated, attractive streetscape that works well with street trees, curb cuts, signage, street furniture and other features to create continuity in the streetscape.

- a. A mixed use development will often include residential uses and therefore lighting should be designed to create compatibility between commercial and residential uses. The types of issues that would be addressed are glare, safety, illumination levels, clear designation of pedestrian ways, and aesthetic appeal.
- b. Pedestrian circulation is encouraged and therefore pedestrian oriented lighting is encouraged. Pedestrian area lighting should emphasize the location of pedestrian ways and be in character with the architectural and landscape design of the center.
- c. The use of a greater number of low fixtures is preferred over fewer taller fixtures.
- d. Parking area lighting should compliment the lighting of adjacent streets and properties, with consistent fixtures, source colors and illumination levels. When adjacent to pedestrian circulation and gathering areas, parking area lighting should not overpower the quality of pedestrian area lighting.
- e. Lighting installations that are designed and installed will be fully shielded (full cutoff).

- f. The light element (lamp or globe) of a fixture shall not extend below the cutoff shield.
- g. When a canopy (freestanding or attached) is illuminated, the lighting fixture shall not extend below the ceiling or canopy.

J. SIGNAGE

1. Introduction

Signage in a mixed use center is important not only for effectively guiding vehicular and pedestrian circulation, but also for establishing a project identity (Figure 47). Locational, directional, and tenant signage provide necessary orientation for users. It is also important for marketing the various uses and creating a positive image of the development. Signage that is designed according to a theme consistent with the overall design of the development serves to unify the center.

2. Purpose

The signage in a mixed use center is to be coordinated to provide a unified signage design. Signage is to be planned to clearly identify different use areas, compliment the pedestrian natures of the center and exhibit architectural consistency with the overall design of the center.

3. Signage Standards (See Table 3 below)

- a. Total square footage for the low profile, wall, and roof signs may be used as wall sign or signs, roof signs or a low profile sign. Signs must be placed on the side of the building from which it draws its allowed square footage. There shall be no more than one (1) low profile sign per freestanding building.
- b. The building length is the number of linear feet of the exterior wall of the side of the building where the sign will be placed.
- c. Live/Work Units: On-premise signs are limited to no more than two non-animated, non-illuminated wall or window signs collectively not exceeding four (4) square feet in total area.



Figure 47: Project entry signage

TABLE 3: MAJOR SIGNS ALLOWED IN SPECIFIC ZONES		
Sign Types and Standards	MU-NC	MU-CC and MU-R/EC
Low Profile, Wall or Roof Signs		
Maximum Size (in sq. ft.)	40 sq. ft.	1.5 sq. ft. multiplied by the building length
Number Allowed	1 low profile or wall per project	1 low profile or wall per building
Maximum Height	6 feet	Roof signs not to extend above roof line
Minimum Setback	Placed at entrance	3 feet
Freestanding Signs		
Maximum Number and Size (in sq. ft.) by District	N/A	(See below)
12 acres or less		1 at 150 sq. ft. max
More than 12 acres		2 at 150 sq. ft. max
More than 40 acres		2 at 300 sq. ft. max or 1 at 450 sq. ft. max
Maximum Height		30 feet
Minimum Setbacks		10 feet

4. Signage Guidelines

- a. The unified sign design elements should identify a recognizable character for sign design that contributes to the character of the center. Signs should reflect the character through consistency of materials, illumination, sizes, proportions and locations.
- b. Signs should be carefully integrated within the site, landscape and architectural design context within which they are located. Size, shape and proportions should be compatible with the size and scale of the surroundings and should not compete with or obscure other design features of the site, landscape or structures. Signage should also provide attractive and appropriately placed primary entrances.
- c. In the vicinity of residential uses, lighting should be reduced or extinguished during non-business hours or at a certain hour in the evening, to reduce adverse impacts of commercial lighting on residential use. Internally illuminated signs or awnings are generally encouraged.

III. PARKS AND OPEN SPACE

A. INTRODUCTION

In a mixed use setting, it is common to condense and combine uses to provide increased intensity and create an exciting sense of place. To provide a vibrant, intensely developed mixed use setting, increased development standards shall apply for many areas to be credited as part of the city's required parks and open space dedications. As an incentive to have quality urban spaces, the City will grant parks and open spaces that develop with these enhanced design standards park and open space credit at an alternative higher ration. In addition, all parks and open spaces developed for dedication credit may be owned and

maintained by the Developer, Metropolitan District, Commercial entity or other entity if granted by the City of Brighton.

B. PURPOSE

The intent of these park and open space guidelines is to promote quality outdoor spaces in a mixed use setting, while enhancing the overall character of the development. The park and open space areas within a mixed use development should contain a superior design that also incorporates low impact development principles that increase the overall quality of all exterior spaces. The provided areas shall provide for the health, safety and welfare of users while providing opportunities for active and passive recreation.

C. PARKS AND OPEN SPACE CATEGORIES AND CREDITS

The amount of parks and open space dedications for a development shall be as set forth in the Residential Design Standards, Section II, C., 3. Land Dedication for Public Parks and Open Space.

1. Natural Areas and Open Space (1:1)

Open spaces maintained in their natural (aka native) condition may require minimal re-vegetation of native material to support thick growth and a healthy landscape. Supplementary plantings will include native species that are complimentary to the existing plants and shall be conducive to the natural landscape. Native open space is intended primarily as a visual amenity. All landscape in natural open spaces will be mowed twice yearly. These natural open spaces will be given a 1:1 acreage ratio.

2. Usable Open Space (2:1)

Enhanced open spaces will allow for both active and passive recreation and may also include areas that are intended primarily as visual amenities. Enhanced open spaces shall receive a 2:1 acreage ratio. To receive that higher dedication ratio, the open space must meet the following minimum requirements and additionally provide three (3) Enhanced Open Space Alternatives.

a. Enhanced Open Space Minimum Requirements:

- i. Any proposed hardscape elements shall be consistent in theme with mixed use structures in regards to detailing and materials.
- ii. Pedestrian circulation routes shall be included to provide connections through open spaces to adjacent uses.
- iii. Seating areas and trash receptacles are required and shall be placed along the pedestrian trails and shall be appropriately spaced below canopy tree locations.
- iv. Stormwater management techniques that employ low impact development strategies such as rain gardens and vegetated swales are strongly encouraged to be designed into open space wherever feasible.
- v. A minimum of 50% of proposed canopy tree materials shall be a minimum of 2 ½" caliper at time of installation to provide for a variety of tree sizes, increased visual appeal and climatic relief.
- vi. All proposed species shall be suitable to the region, require reduced water requirements and exhibit increased drought tolerance.

- vii. Outdoor lighting shall be provided to accentuate any proposed hardscape areas, encourage night use and provide for the health, safety and welfare of users.
 - viii. The landscape design shall utilize native species and where appropriate, the use of ornamentals may be used for accent purposes.
 - ix. The use and incorporation of existing landscape into the proposed landscape plan as approved by the City.
 - x. A series of way finding or pedestrian scale signage elements.
- b. Enhanced Open Space Alternatives (Choose three (3) elements per each open space area):
- i. A centralized plaza space that incorporates decorative pavers or architectural, colored concrete.
 - ii. Hardscape areas at a minimum of 15% of the overall provided open space area.
 - iii. Public art designed and fabricated by Colorado or nationally recognized artists.
 - iv. An architectural element pedestrian in scale, such as an arbor, gazebo, trellis, or other shade element.
 - v. A series of interpretive or informational signage.
3. Neighborhood and Community Parks (2:1)
- Enhanced neighborhood parks are intended primarily for pedestrian gathering and lively urban spaces to promote true mixed use. Enhanced neighborhood parks will have a 2:1 acreage ratio. Enhanced community parks are intended primarily for serving the needs of the broader community and are designed primarily for providing active and structured recreation opportunities. Enhanced community parks will have a 1.5:1 acreage ratio. To receive the applicable dedication ratios, the park space must meet the following minimum requirements and additionally provide three (3) Enhanced Park Alternatives.
- a. Neighborhood and Community Park Minimum Requirements:
- i. Neighborhood parks shall contain a minimum of 10,000 square feet of area and community parks shall be a minimum of three acres.
 - ii. Hardscape areas shall contain a minimum of 20% of the overall provided area in neighborhood parks and a minimum of 10% of the overall provided area in community parks.
 - iii. The hardscape shall incorporate the use of raised planters to define and enhance seating areas.
 - iv. The landscape design and site planning for outdoor spaces will encourage outdoor activity and pedestrian gathering by providing open areas, strategic seating locations, durable native species, and sensible use of ornamental trees.
 - v. All proposed species shall be suitable to the region, require reduced water requirements and exhibit increased drought tolerance.
 - vi. Stormwater management techniques that employ low impact development strategies such as rain gardens and vegetated swales are strongly encouraged to be designed into parks wherever feasible.

- vii. Outdoor lighting shall be provided to accentuate the proposed landscape, encourage night use and provide for the health, safety and welfare of users.
 - viii. Proposed hardscape and signage elements shall be consistent in theme with architectural structures in regards to detailing and materials.
 - ix. The use and incorporation of existing landscape into the proposed landscape plan as approved by the City.
 - x. A series of way finding or pedestrian scale signage elements.
- b. Enhanced Park Alternatives (Choose three (3) elements per each park area):
- i. Plazas and outdoor rooms composed of decorative, integrally colored concrete or pavers that emphasize the transition from architectural structures to the outdoor environment.
 - ii. A fountain or decorative water feature incorporated into the hardscape.
 - iii. Public art designed and fabricated by local Colorado or other nationally recognized artists.
 - iv. An architectural element pedestrian in scale, such as an arbor, gazebo, trellis, or other shade element custom designed for the project and the proposed space.
 - v. A series of interpretive or informational signage.